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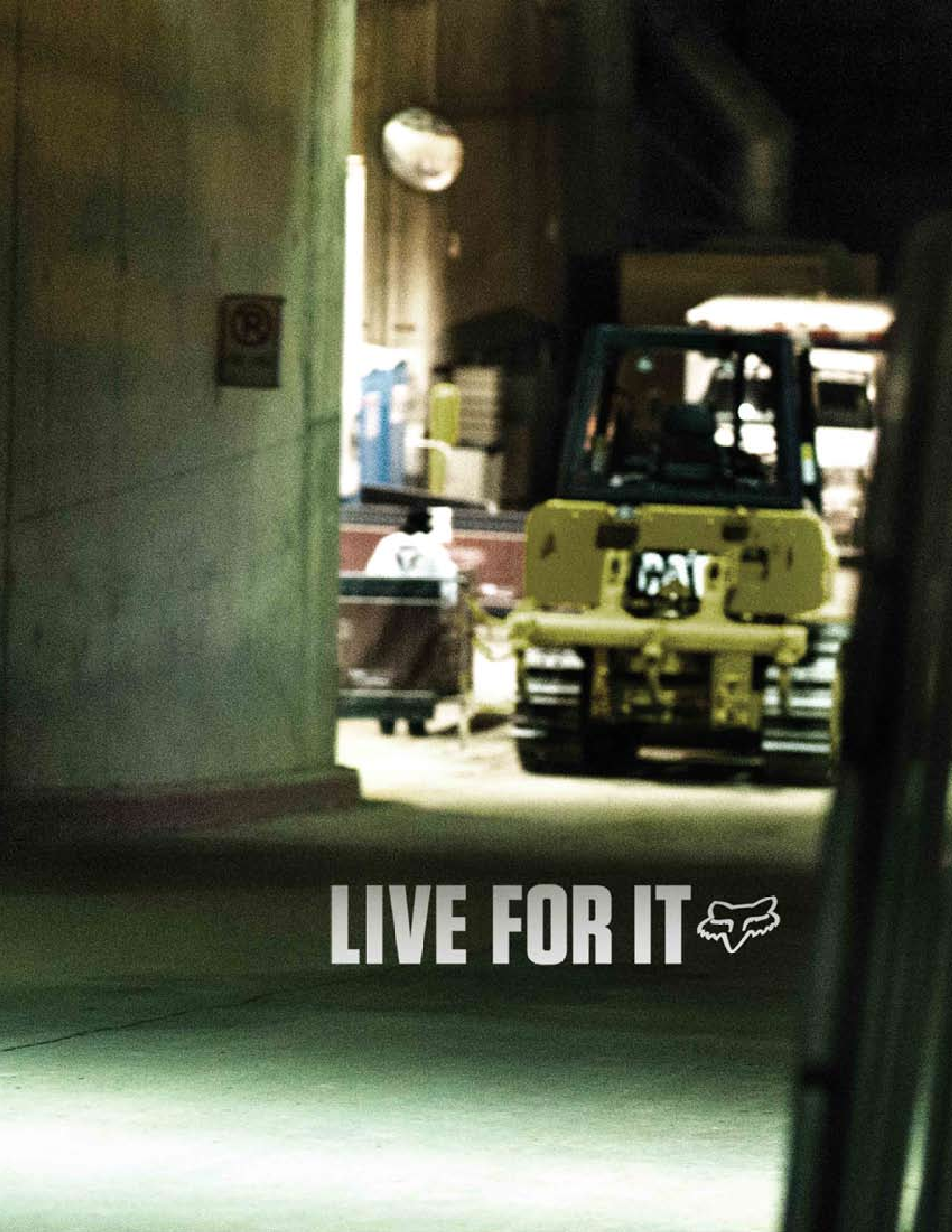
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EVGENY BOBRYSHEV

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Evgeny Bobryshev can't seem to take a trick when it comes to keeping away from injury. After his breakthrough season in 2011 when he shocked the world by going bar to bar with riders like Antonio Cairoli and Clement Desalle everyone looked at him as a possible top three guy in 2012.

A thumb injury at the Grand Prix of Netherlands followed by a long list of minor injuries made the 2012 season one to forget. Then came the great winter training of 2013, plus Honda putting in a really strong effort to fight off the domination of the Red Bull KTM Factory team.

Motocross Illustrated: Evgeny, you just can't take a trick at the moment can you? 2012 was injury riddled and now 2013.

Bobryshev: You know in 2011 I had a good year, good results, but in 2012 I was even fitter and my motivation was really good, because I had good results in 2011. At the start of the year my head, body everything was really strong, but then I was unlucky in free practice in Valkenswaard and dislocated my thumb, so everything started there and the season was not going so well, but I thought to myself I need to keep training and working hard, but in the end I was just happy the season was over, it was a terrible season for me.

Motocross Illustrated: Valkenswaard you looked like you were finding your way again.

Bobryshev: I looked at 2013 as just being a new year and I changed my practicing a little bit more, also my thinking of the way I trained. Before I was always aggressive, I wanted to be first in free practice and in everything. That is my style to just push all the time. I decided to take it easier and that was working out for me, I go on the podium in Valkenswaard. I did have a terrible time in Qatar, I felt weak and I had a stupid crash and I lost a lot of points. I mean I was fighting for a top spot and crashed right at the end of the race.

Motocross Illustrated: You didn't seem to enjoy the super final in Qatar or Thailand. Did you?

Bobryshev: The Super final, I think it's a bit too messy for me. When you have a bad start you have to come through the MX2 riders and you are

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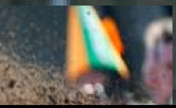

ELLIOT BANKS BROWNE

FREE SPIRIT

IMAGES RAY ARCHER STORY GEOFF MEYER

I have met a lot of riders in my days of being a Motocross media and several will always stand out as people with a huge passion for life, not just in Motocross, but outside the wild World of Grand Prix racing. British rider Elliot Banks Browne is without question one of those guys.

The best way to sum up Banks Browne would be he is a romantic, adventurer, somebody who tries to take in every single bit of life and make the most of it. Facebook has made everyone a lot closer and if you ever get the chance to check out his facebook page, you might see some pretty interesting photos, from destinations all around the World. With a great position as Maxxis British Motocross Champion, family who support his career and a stunning looking girlfriend the young Brit seems to have all the pieces of the puzzle in place. All he needs now is some luck and a return to his brilliant form at the Grand Prix of Germany in 2012, when he rode up front and looked every bit as a future podium finisher. We caught up with Banks Browne and asked him about his lifestyle, and what it takes to become a top line Motocross racer.

Motocross Illustrated: Elliot, reading your facebook page I have to say, I am pretty impressed. For such a young guy you sure have a lot of passion for travel and different cultures. Where did that come from, is it something you learnt yourself or are your parents also that way?

Banks Browne: I don't know really, just from myself I guess. I mean my dad travelled all over the World with his job, and I would get to travel with him in the school holidays and travel with him to the GPs. I just loved seeing all the different countries and cultures and I still really love that. I mean I would love to travel the World visiting different places, but I have the best job in the World and we get to still see a lot of nice places and make the most of those places and I try and take it all in. I just love seeing all these different things.

Motocross Illustrated: I know your dad (vet-

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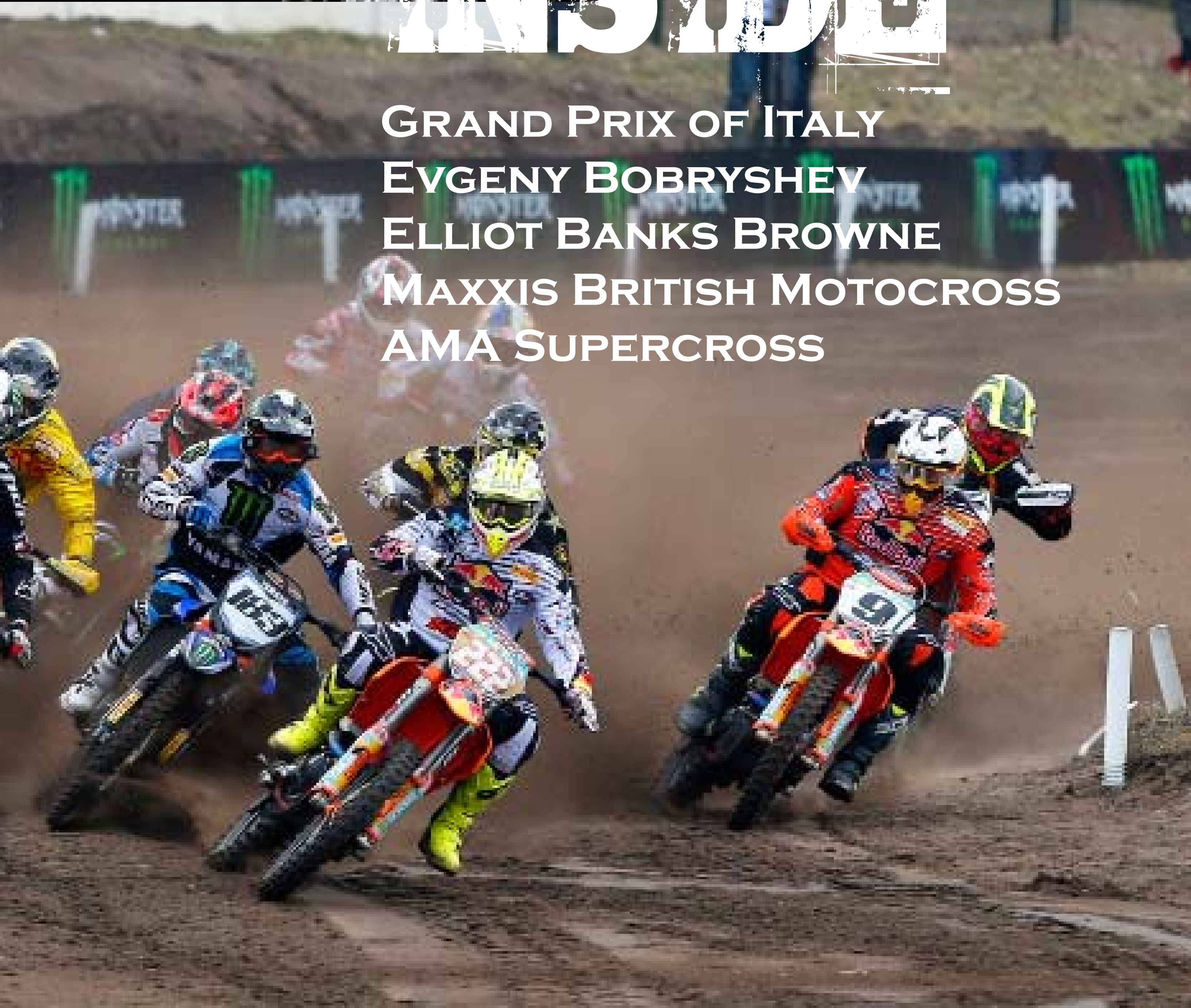
KTM CONTINUE THEIR WORLD DOMINATION

INSIDE

Grand Prix of Italy
Evgeny Bobryshev
Elliot Banks Browne
Maxxis British Motocross
AMA Supercross



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33
17
112

Jordi Tixier is proving to be a good signing for the Red Bull KTM Factory team. After a slow start in the team he has proven himself to to be the second best rider in this years FIM World MX2 Championships. Here he leads in Valkenswaard. Ray Archer image

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KTM
911
259
STANDING CONSTRUCT

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It is smiles all around as Ryan Dungey and Marvin Musquin celebrate their victories in last weekends AMA Supercross race. The Red Bull KTM Factory team are now considered not only the most powerful team in Europe, but also in America. Simon Cudby image

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5
1
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SHIFT
FOX
75

The fastest Supercross rider in the planet, Ryan Villopoto shows his form as he continues to lead the AMA Supercross Championship points. The Monster Energy rider is looking at retirement in a couple of years and maybe even ending his career in Europe. Steve Cox image

183
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Beauty and the best. The 2013 Yamaha is beautiful to look at, but results wise its been a terrible time for the Monster Energy Yamaha team. After the Stefan Everts era, followed by great results by Josh Coppins and David Philippaerts the Rinaldi team are suffering at the moment. Zanzani image

183
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UFO
EXCEL

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STANDING CONSTRUCT

Glenn Coldenhoff is really a special talent. Look for this kid to be on the podium often in the coming months, and who knows, maybe he can move from the shadows of his better known countryman Jeffrey Herlings. Ray Archer image

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21
222
40
12

GRAND PRIX MOTOCROSS

FIM WORLD MOTOCROSS CHAMPIONSHIP

IMAGES RAY ARCHER STORY GEOFF MEYER

Nothing can stop the two defending FIM World Motocross Champions Antonio Cairoli and Jeffrey Herlings as they took out the MX1 and MX2 overall victories at the Grand Prix of Italy last weekend. Held at the beautiful Arco De Trento circuit in the north of Italy the two Red Bull KTM Factory riders extended their points lead in their respective classes.

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12
25
22
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Herlings already has a 59 point lead over second placed Jordi Tixier in the MX2 points and Cairoli holds 38 points over Ken De Dycker. As for the Red Bull KTM team, they are now first and second in both classes and there is no sign of the orange army slowing down with their domination anytime soon. Cairoli won his 57th GP and is now equal with Joel Smets for the second most amount of GP wins in the history of the sport. Only Stefan Everts is now above the legendary Italian on the all time list. Herlings won his 20th GP overall. The opening moto of the day and straight away its Jordi Tixier the pole sitter to leads the riders into the opening lap. Buried back in the pack is Herlings and on this slick circuit it's going to be hard work to get to the front. Also up front are Christophe Charlier, Jose Butron and Jake Nicholls. Well back are Dean Ferris, Alessandro Lupino and Julien Leiber. Also in a bit of trouble is the second of the Dutch invasion Glenn Coldenhoff, who is back in 16th position. Herlings slowly picks off riders, making past everyone but Tixier by the 15th lap. Lupino is riding well and also making his way up from near last to 18th place on lap 17. American James Decotis struggles in 22nd place and doesn't seem to be making any progress on the top 15. Herlings passes Tixier on lap 16 and moved into the lead, taking his seventh moto win on his way to the perfect season. Coldenhoff also impressed moving into sixth position on lap 17, probably the rider of the race from the young Dutchman. Herlings makes a four second break quickly, and just keeps consistent lap times in the dying stages of the moto, winning ahead of Tixier and Charlier. Coldenhoff put the icing on the cake to move into fifth place in the last two laps, a brilliant ride. Lupino also in a great ride finishes in 16th place.

In the opening MX1 moto Antonio Cairoli took the lead early in the MX1 moto, with a two second lead over Tommy Searle, next came Gautier Paulin and Clement Desalle in tow. Next up came Tanel Leok, Xavier Boog, Rui Goncalves, Ken De Dycker, Kevin Strijbos and Jeremy Van Horebeek in 10th place. Max Nagl was in big trouble in last place. As typically happens on a hard pack, slick circuit the riders started spreading out quickly as Cairolis lead opened to more than three seconds on lap two, while Searle held a second lead over Paulin and Desalle a further second back. Cairoli pulled away to five seconds after 10 laps, as Paulin, Desalle and De Dycker all passes Searle. Nagl was riding brilliantly as he moved into 13th place and another Honda rider David Philippaerts dropped to 23rd place. Matiss Karro was also riding well controlling 11th place, which is roughly where he started. Leok dropped back as Philippaerts moved up to 19th place. Cairoli was strolling once again though as he held a three second lead over Paulin, and another two seconds over Desalle. Nagl continued his climb back towards the top ten as he passes Karro for 11th place. Van Horebeek passes Boog for seventh place at the same time and Philippaerts is up to 16th place with a few laps remaining. Shaun Simpson rode a steady race in ninth place, as did Strijbos in sixth. On the final lap Philippaerts moved into 15th place passing Nikolaj Larsen. Cairoli mastered everyone again, winning by three seconds from Paulin, with Desalle third, The second MX2 moto and Herlings against starts behind the others, as Butron leads early, followed by Ferris and Herlings. Also up front are Tixier, Nicholls, Desprey, Pocock, Coldenhoff, Gaijser and Charlier. Decotis is getting a hard time in around 10th place, but is passed quickly by Ferrandis and drops back to 13th place. Anstie is 16th and Lieber 19th, making it a bad moto for Suzuki. Herlings after four laps is four seconds behind Butron and two seconds behind Ferris. KTM riders hold four of the top five spots with only Ferris stopping yet another KTM domination. Herlings passes Ferris on lap five and sets out after the leader, it's just a little under two seconds now the gap between Butron and Herlings. Decotis is back in 15th place and struggling on a circuit that they just don't have that much of in USA, slick and blue groove, typical old school Italian circuit. Herlings takes the lead and is quickly three seconds ahead of Butron, who holds two seconds on Ferris in third place. Coldenhoff is once again coming through the pack and moves into sixth place. Decotis is now in 24th place and obviously having problems. Herlings extends his lead to five seconds and both Butron and Ferris are riding lonely races as are Tixier, and Nicholls. By lap 10 Herlings lead is nearly seven seconds and Nicholls suddenly has a problem and has both Coldenhoff and Charlier on his back wheel. More trouble for Nicholls as Coldenhoff moves into fifth place. Nicholls is out of the race for major points in another terrible blow for the British rider. Ferrandis passes Pocock for eighth place and Lieber passes Heibye for 13th place. After 13 laps Herlings lead is nearly 17 seconds and Ferris seems to be making ground on Butron for second. Charlier passes Coldenhoff. Two Brits Pocock and Anstie are fighting for ninth and 10th places. Anstie passed Pocock on lap 13, making him the top Brit in this moto. Herlings eventually won the moto and the MX2 GP. Second was Butron, third Ferris then came Tixier, Charlier, Coldenhoff, Lupino, Ferrandis, Anstie and Seewer in 10th place. Once again it was that man Cairoli who led the MX1 moto, followed by De Dycker, Boog, Goncalves, Barragan, Nagl, Karro, Justs, Simpson and Guarneri in 10th place. Paulin was back in 13th place, Strijbos in 14th and Leok in 15th. Even worse off Searle was in 19th on the opening lap and Desalle 23rd. Paulin and Strijbos both made nice charges through the pack, as was Desalle who moved from near last to 15th after just a handful of laps. By lap 12 and Cairoli held a two second lead over De Dycker, with Nagl 21 seconds back. In a great battle for fourth, fifth and sixth places were Paulin, Boog and Strijbos. Strijbos passed Boog on lap 12. Cairoli continued to edge away from his team-mate De Dycker, while not a long changed in the other positions. The top ten after 16 laps were Cairoli, De Dycker, Nagl, Paulin, Strijbos, Boog, Searle, Barragan, Karro and Desalle in 10th place. Desalle passed Karro to move into ninth place, and Cairolis lead extended to seven seconds. Desalle also got by Barragan to move into eight place, but with four seconds between himself and seventh placed Boog it looked like this is where the Desalle

25
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run would end. Cairoli would eventually win the moto by six seconds to De Dycker, and then came Nagl, Paulin and Strijbos for the top five.

Grand Prix of Italy - Results

MX1 moto one: 1. Cairoli, 2. Paulin, 3. Desalle, 4. De Dycker, 5. Searle, 6. Strijbos, 7. Van Horebeek, 8. Boog, 9. Simpson, 10. Guarneri, 11. Nagl, 12. Karro, 13. Barragan, 14. Goncalves, 15. Philippaerts

MX1 moto two: 1. Cairoli, 2. De Dycker, 3. Nagl, 4. Paulin, 5. Strijbos, 6. Searle, 7. Boog, 8. Desalle, 9. Barragan, 10. Van Horebeek, 11. Karro, 12. Goncalves, 13. Leok, 14. Simpson, 15. Philippaerts

MX1 Overall: 1. Cairoli 50pts, 2. De Dycker 40pts, 3. Paulin 40pts, 4. Desalle 33pts, 5. Strijbos 31pts, 6. Searle 31pts, 7. Nagl 30pts, 8. Boog 27pts, 9. Van Horebeek 25pts, 10. Barragan 20pts

MX1 Championship points: 1. Cairoli 192pts, 2. De Dycker 155pts, 3.

Desalle 149pts, 4. Paulin 148pts, 5. Strijbos 120pts, 6. Searle 118pts, 7. Goncalves 89pts, 8. Bobryshev 87pts, 9. Boog 83pts, 10. Nagl 75pts

MX2 moto one: 1. Herlings, 2. Tixier, 3. Charlier, 4. Nicholls, 5. Coldenhoff, 6. Butron, 7. Anstie, 8. Ferrandis, 9. Petrov, 10. Pocock, 11. Kullas, 12. Seewer, 13. Olsen, 14. Rauchenecker, 15. Desprey

MX2 moto two: 1. Herlings, 2. Butron, 3. Ferris, 4. Tixier, 5. Charlier, 6. Coldenhoff, 7. Lupino, 8. Ferrandis, 9. Anstie, 10. Seewer, 11. Desprey, 12. Lieber, 13. Pocock, 14. Heibye, 15. Rauchenecker

MX2 Overall: 1. Herlings 50pts, 2. Tixier 40pts, 3. Butron 37pts, 4. Charlier 36ts, 5. Coldenhoff 31pts, 6. Ferrandis 26pts, 7. Anstie 26pts, 8. Ferris 20pts, 9. Seewer 20pts, 10. Lupino 19pts

MX2 Championship points: 1. Herlings 200pts, 2. Tixier 141pts, 3. Coldenhoff 128pts, 4. Butron 111pts, 5. Charlier 107pts, 6. Febvre 98pts, 7. Anstie 98pts, 8. Ferris 89pts, 9. Nicholls 82pts, 10. Pocock 77pts

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HAT TRICK FOR TONY CAIROLI!

TRICAIROLI

Red Bull KTM's Italian factory rider Tony Cairoli takes his third consecutive MX1 World Championship title for KTM. The six-times Motocross Champion has won around half of all the races in 2012 on his KTM 350 SX-F and has taken more than 80 percent of the available points – GRANDE TONY!

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JEFFREY HERLINGS
MX2 WORLD CHAMPION!

ORANJE

The young Dutch rider from the Red Bull KTM Factory Racing Team celebrates his first senior World Championship title in 2012. Following Tyla Rattray in 2008, Marvin Musquin in 2009 and 2010 and Ken Roczen in 2011, Herlings is the fifth rider in a row to take the MX2 World title with the KTM 250 SX-F!

Photos: Azevedo J.P., Archer R.

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IMAGES RAY ARCHER STORY GEOFF MEYER

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A thumb injury at the Grand Prix of Netherlands followed by a long list of minor injuries made his 2012 season one to forget. Then came his great winter training of 2013, plus Honda putting in a really strong effort to fight off the domination of the Red Bull KTM Factory team,

Motocross Illustrated: Evgeny, you just can't take a trick at the moment can you? 2012 was injury riddled and now 2013.

Bobryshev: You know in 2011 I had a good year, good results, but in 2012 I was even fitter and my motivation was really good, because I had good results in 2011. At the start of the year my head, body everything was really strong, but then I was unlucky in free practice in Valkenswaard and dislocated my thumb, so everything started there and the season was not going so well, but I thought to myself I need to keep training and working hard, but in the end I was just happy the season was over, it was a terrible season for me.

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Motocross Illustrated: You didn't seem to enjoy the super final in Qatar or Thailand. Did you?

Bobryshev: The Super final, I think it's a bit too messy for me. When you have a bad start you have to come through the MX2 riders and you are

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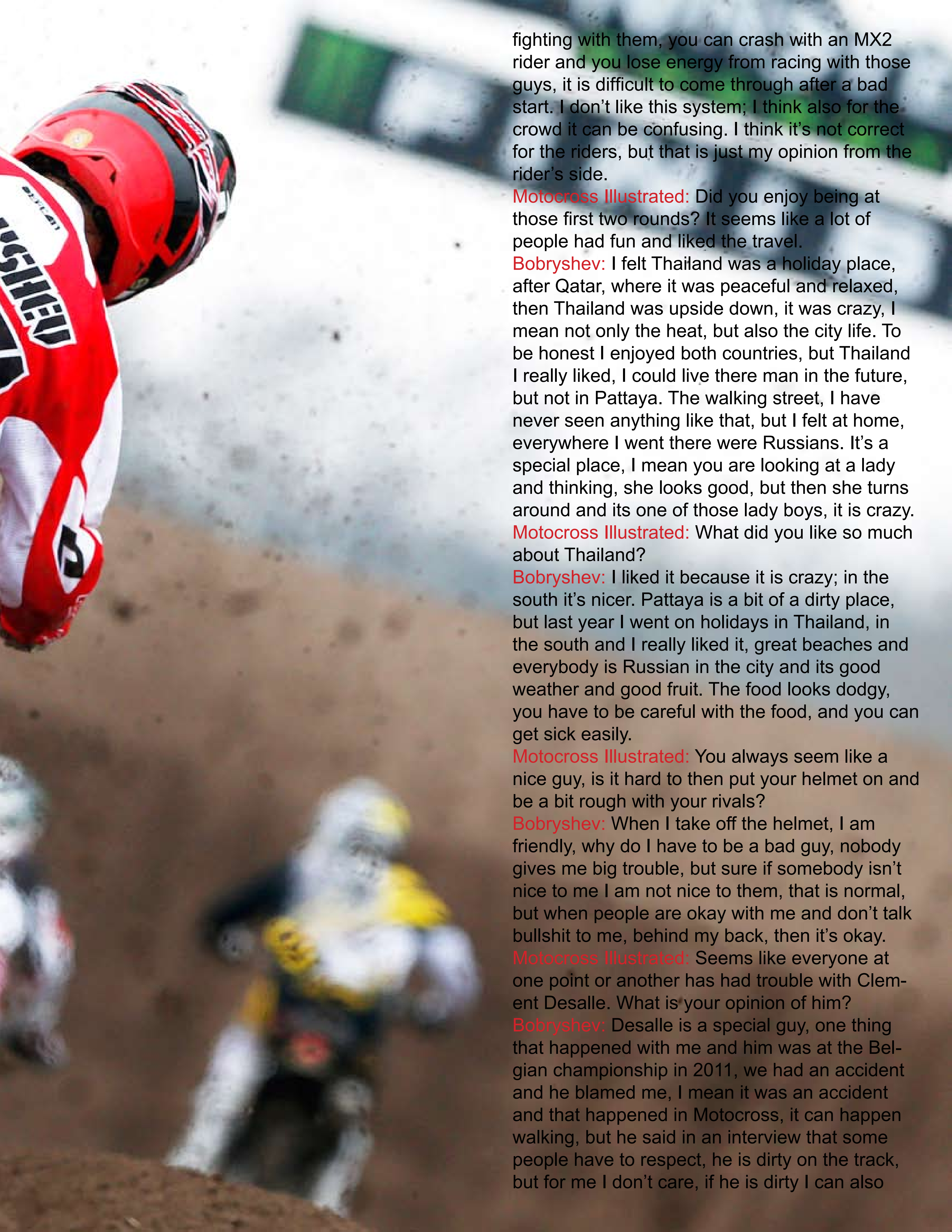

fighting with them, you can crash with an MX2 rider and you lose energy from racing with those guys, it is difficult to come through after a bad start. I don't like this system; I think also for the crowd it can be confusing. I think it's not correct for the riders, but that is just my opinion from the rider's side.

Motocross Illustrated: Did you enjoy being at those first two rounds? It seems like a lot of people had fun and liked the travel.

Bobryshev: I felt Thailand was a holiday place, after Qatar, where it was peaceful and relaxed, then Thailand was upside down, it was crazy, I mean not only the heat, but also the city life. To be honest I enjoyed both countries, but Thailand I really liked, I could live there man in the future, but not in Pattaya. The walking street, I have never seen anything like that, but I felt at home, everywhere I went there were Russians. It's a special place, I mean you are looking at a lady and thinking, she looks good, but then she turns around and its one of those lady boys, it is crazy.

Motocross Illustrated: What did you like so much about Thailand?

Bobryshev: I liked it because it is crazy; in the south it's nicer. Pattaya is a bit of a dirty place, but last year I went on holidays in Thailand, in the south and I really liked it, great beaches and everybody is Russian in the city and its good weather and good fruit. The food looks dodgy, you have to be careful with the food, and you can get sick easily.

Motocross Illustrated: You always seem like a nice guy, is it hard to then put your helmet on and be a bit rough with your rivals?

Bobryshev: When I take off the helmet, I am friendly, why do I have to be a bad guy, nobody gives me big trouble, but sure if somebody isn't nice to me I am not nice to them, that is normal, but when people are okay with me and don't talk bullshit to me, behind my back, then it's okay.

Motocross Illustrated: Seems like everyone at one point or another has had trouble with Clement Desalle. What is your opinion of him?

Bobryshev: Desalle is a special guy, one thing that happened with me and him was at the Belgian championship in 2011, we had an accident and he blamed me, I mean it was an accident and that happened in Motocross, it can happen walking, but he said in an interview that some people have to respect, he is dirty on the track, but for me I don't care, if he is dirty I can also

ride dirty. We didn't have good battles last year and I had no reason to be angry with him last year.

Motocross Illustrated: What will it take to beat Antonio Cairoli?

Bobryshev: I don't know, I really don't know man, my tongue is hanging out and he isn't even sweating. I have nothing to say about this, it's special. I mean how does he get so fit, I train my ass off in the winter and I still get tired, but he doesn't.

Motocross Illustrated: The MX1 class is just massive, with so much competition. Do you think because of this the GP riders are improving quicker?

Bobryshev: It is like every year since the age rule came in, the MX1 class is stronger and more packed and the speed is getting higher and for sure I think the speed is growing, I don't know what happens in the future, but the riders are really pushing each other and the confidence is also getting better. It is good for the Grand Prix riders for sure.

Motocross Illustrated: Results get you contracts and with your injuries you probably need results in 2012 to stay with Honda, or not?

Bobryshev: I like the Honda team, and I know the business is if you don't do the good results they will get other riders. The results are everything, but I don't think about this, I am just looking for good results and I need better results. I can't just work hard in the winter and ride around at the back, I am a fighter and I want to be at the front that is what we all want.

Motocross Illustrated: You have a small child now. How is it being a father?

Bobryshev: It has changed life, bad nights sleeping, ha-ha, but really I have a great wife and she loves the baby so much and when I have to train or race I have a separate room, because the baby is not sleeping. It is nice being a father and when you hold your baby in your arms and she is so small and she changes all the time. Now she follows me with her eyes it's really a nice experience. Later she can recognize me.

Motocross Illustrated: Do you feel like you might have grown up a little, being a father?

Bobryshev: It makes me feel like I want to do it for them, I want that my child is proud of me and it gives me more security, because I also changed my ways because I am the papa beer and when a beer has the family he is very protective and I am really careful for my family. I want my family to be safe and it's like I make a big wall so they are safe. I want to protect them; it's like an animal reflex.

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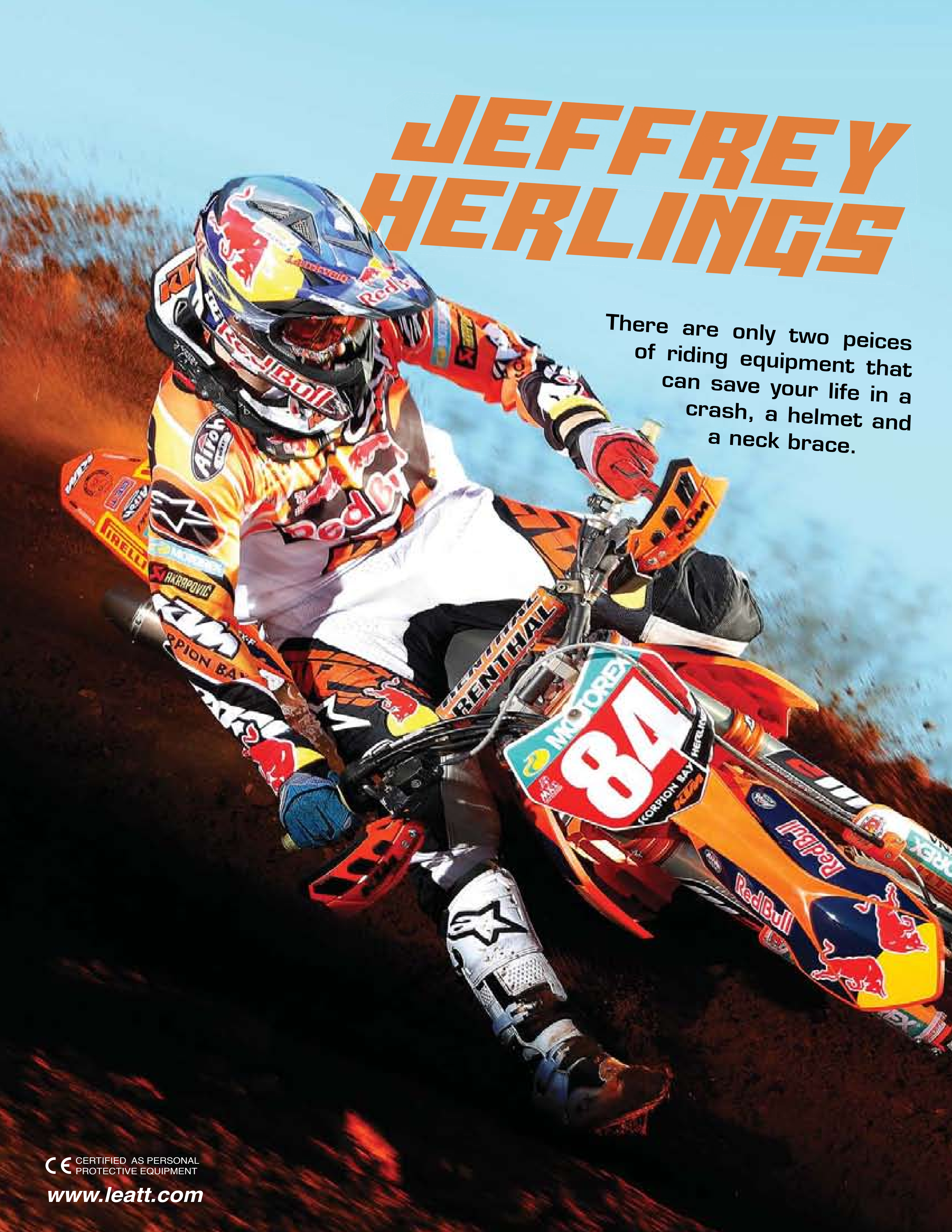
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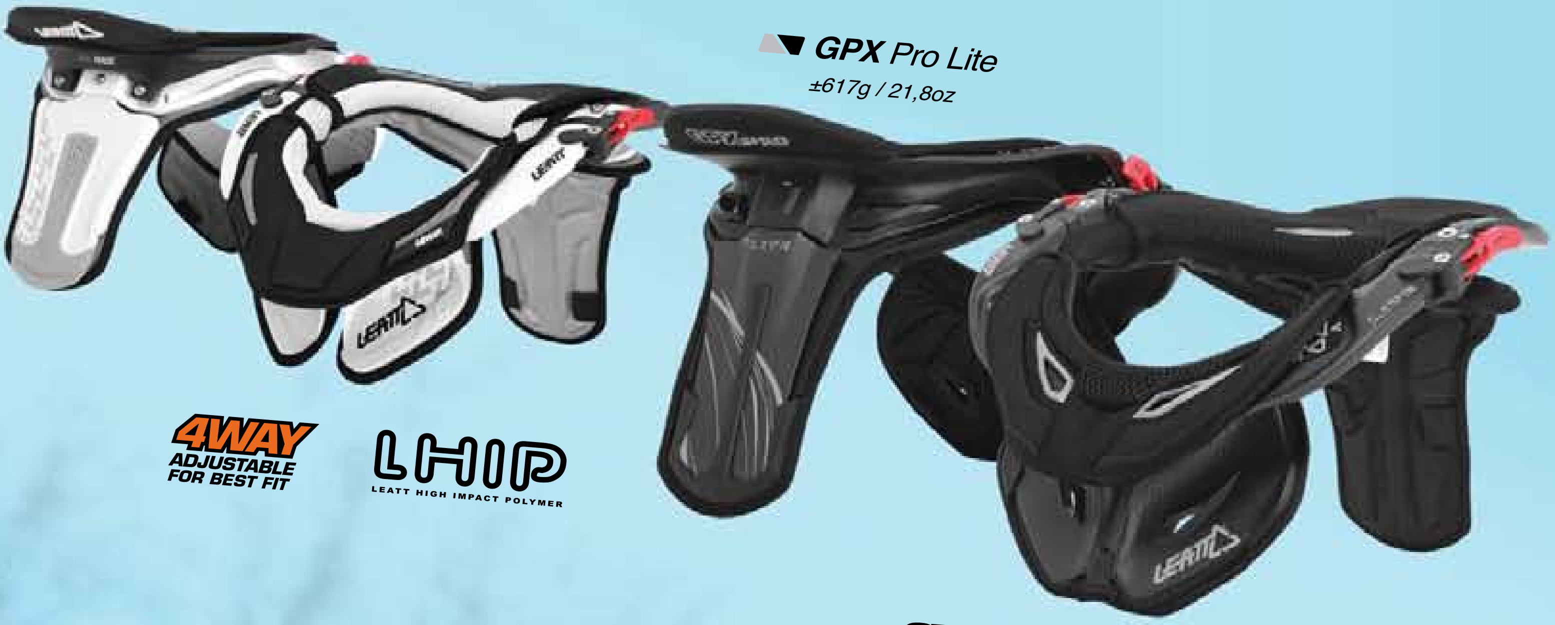

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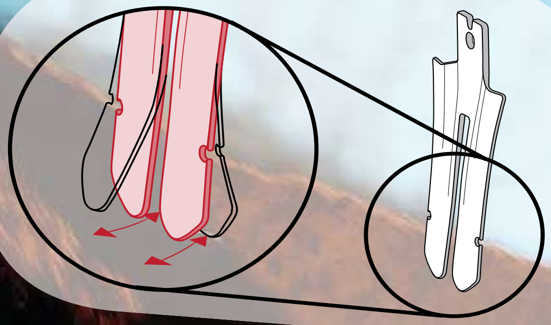

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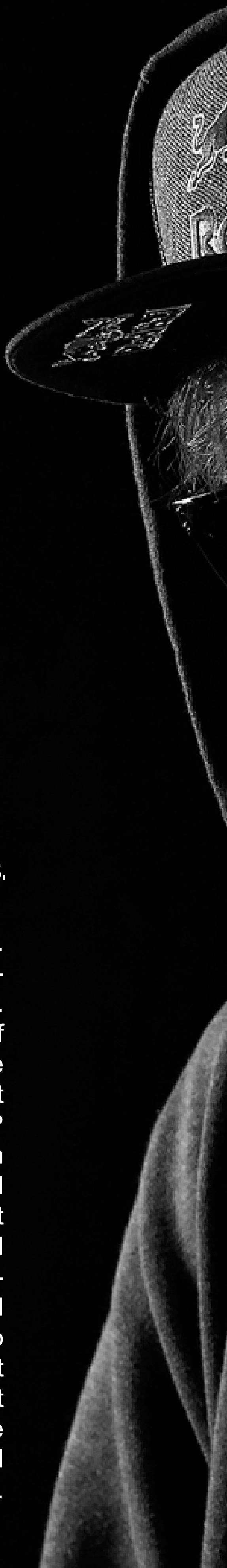

I have met a lot of riders in my days of being a Motocross media and several will always stand out as people with a huge passion for life, not just in Motocross, but outside the wild World of Grand Prix racing. British rider Elliot Banks Browne is without question one of those guys.

The best way to sum up Banks Browne would be he is a romantic, adventurer, somebody who tries to take in every single bit of life and make the most of it. Facebook has made everyone a lot closer and if you ever get the chance to check out his facebook page, you might see some pretty interesting photos, from destinations all around the World. With a great position as Maxxis British Motocross Champion, family who support his career and a stunning looking girlfriend the young Brit seems to have all the pieces of the puzzle in place. All he needs now is some luck and a return to his brilliant form at the Grand Prix of Germany in 2012, when he rode up front and looked every bit as a future podium finisher. We caught up with Banks Browne and asked him about his lifestyle, and what it takes to become a top line Motocross racer.

Motocross Illustrated: Elliot, reading your facebook page I have to say, I am pretty impressed. For such a young guy you sure have a lot of passion for travel and different cultures. Where did that come from, is it something you learnt yourself or are your parents also that way?

Banks Browne: I don't know really, just from myself I guess. I mean my dad travelled all over the World with his job, and I would get to travel with him in the school holidays and travel with him to the GPs. I just loved seeing all the different countries and cultures and I still really love that. I mean I would love to travel the World visiting different places, but I have the best job in the World and we get to still see a lot of nice places and make the most of those places and I try and take it all in. I just love seeing all these different things.

Motocross Illustrated: I know your dad (vet-

Red Bull

eran mechanic in the GP scene Ian Browne) a little bit, but he doesn't seem much like the romantic, or somebody who sits around checking out old buildings or different cultures.

Banks Browne: He keeps to himself pretty much, I mean I picked it up myself I think. When we were in Thailand he enjoyed seeing this stuff, but I enjoy it a lot more.

Motocross Illustrated: I can imagine you sitting on an island somewhere around the World, growing a beard, your hair long and just chilling. A bit of a gypsy maybe. Is that who you might be if you didn't have such a great job as Motocross racer?

Banks Browne: I think I would have to be honest, my sister is the same, she has been doing a lot of travelling and always in Thailand or Australia or wherever, she really enjoys that and I think if I wasn't doing what I am doing now I would probably do the same as her. You never know maybe after I finish racing I might be able to take a year out and just travel around.

Motocross Illustrated: Beautiful girlfriend, dream job, parents and a family who support your career. You seem to have the perfect life. Is it like that? Would you like something different in your life?

Banks Browne: It probably seems like that, I don't know, everything in my life seems good at the moment. I just want to be as good as I can and get results. It is pretty frustrating to be honest, you work hard and you don't get the results that you can, I mean I work really hard in the winter to prepare for the season and it is just not going to plan. The only think I would change in my life at the moment would be to change the results I am having. Everything has to work together and I know it will happen. Last year my season was up and down and when everything got sorted I started getting the results. I just want to go to the races and focus on what I do best.

Motocross Illustrated: I remember when you and Jake Nicholls first came into the GP scene and you guys were way out of your depth. Is that how it felt back then?

Banks Browne: For sure, we went in a little bit too early and it was really tough then, going in so young, it was a big challenge. If you look at Roczen and Herlings what they did when they were so young, that's pretty special, but when Jake and I went in for sure we were out of our depth. I think if there was a European Championship then like they have now running on the Grand Prix tracks then that would have made a big difference. Going from British Championships or any series and going to the Grand Prix, it's so different the tracks, the jumps the whole set-up, it is a big learning curve. You get there with all the big trucks and teams,

it was an eye opener.

Motocross Illustrated: Was that experience a positive or negative on your career?

Banks Browne: On one hand it knocked my confidence, but on the other hand it helped me as well. To be racing with the best people in the World and we were getting closer and closer to qualifying for the Sunday, but just to see the best people in the World riding, that helped a lot, we learnt a lot back then. Sometimes I wish I hadn't have gotten into it so early, but it doesn't seem to have hurt me.

Motocross Illustrated: Did you ever think this isn't for me?

Banks Browne: Sometimes at the first Grand Prix I was thinking what am I doing here, these guys are way too fast, but you keep chipping away and you get your confidence up a little, you get closer and closer and start to believe in yourself and then you get better results and your confidence comes back and you do better. I mean when we got into it then none of us realized how much we had to train. You sort of think you just go and do what you think you need and you will be okay, but it's not the case, you need to give 100% and everyone is so fit, you have to put the work in.

Motocross Illustrated: You have a very famous grandfather, John Banks. A former World number two in the 500cc class in 1968 and 1969, and a GP winner. Do you know much about your grandfather's career?

Banks Browne: I am into it for sure, I dug some old videos up and to be honest when you hear things about back then you don't really realize how good they were. You know on those old bikes, I thought they were not that quick, but you watch the videos and realize how quick there were on those old bikes and in his day he was one of the best riders in the World.

Motocross Illustrated: Motocross has changed so much from his day I guess, but, does he give you advice?

Banks Browne: When he tried to tell me stuff to do it is so different to when he was racing, it is a bit outdated now, so he just lets me get on with it and keeps away a little. He tells me a lot of old stories and I love those stories, I find it so interesting. I love looking back at the old races and the results. I have watched all the old races and when he tells me I listen hard and get right into it and I ask a lot of question.

Motocross Illustrated: For me there is not a lot better than sitting around listening to old Motocross races tell stories. How is that with your grandfather, do you get into that, does he tell you a lot of old stories?

Banks Browne: For sure it inspires me what those guys did. It was a lot more chilled out and everyone was friends and they were big old boys just pulling those bikes around. To see how much the tracks have changed, it is amazing how much it has improved.

Motocross Illustrated: Youthstream have really put a big effort into the series, to improve it and take it to more countries and get more exposure. What is your opinion of the way the sport is run now?

Banks Browne: I think everything they do for the sport is really amazing, I cannot fault them on that at all, that new start area thing is really nice, really awesome for television and for the sponsors. The tracks are great and I think the tracks are better this year, with the speed limit taken off them and not those silly little humps on the corners. All the tracks have good facilities and the tracks are really done well. It is looking more and more like MotoGP, more professional.

Motocross Illustrated: Last question, you still have a long career ahead of you, but do you ever think what you might want to do in 10 years, when your career is over?

Banks Browne: I haven't really thought about it, I would love to be involved for a long time, be part of it, maybe training kids, just see how I do in Motocross, but I would want to be involved in the Motocross community I love every part of it.

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Former World MX1 Champion David Philippaerts was not always the easiest guy to get an interview from, due to his shy nature and lack of good English the Italian was at times hard work. Nobody likes to see somebody who works so hard and gives 100% on the track suffer the injuries he has suffered. It seems like he is now at the wrong end of what has been a great career.

Two of the best Motocross riders in the World, Gautier Paulin and Clement Desalle in action. These two will give defending World Champion Antonio Cairoli some problems in 2013, although it is hard to see them beating him for a championship. Ray Archer image

Like his former team-mate David Philippaerts, Steven Frossard has had too many injuries. Again in 2013 he has missed too many races and spent way too much time in the doctors office. Lets hope the Monster Energy Yamaha rider can come good as the season hits the half way mark. Zanzani image

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Antonio Cairoli might be short in statue, but in heart and determination there might not be a ride as good in the whole World. Here he shows off his victory spoilts from the Grand Prix of The Netherlands. Ray Archer image

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Eli Tomac is fighting for his life in the East Coast 250cc Supercross Championship. This seemingly likeable kid has shown a lot in 2012 and 2013 and it wouldn't be short to call him the best MX2 rider in the World. Hopefully he will get his shot at World Champion Jeffrey Herlings in Germany in September. Simon Cudby image

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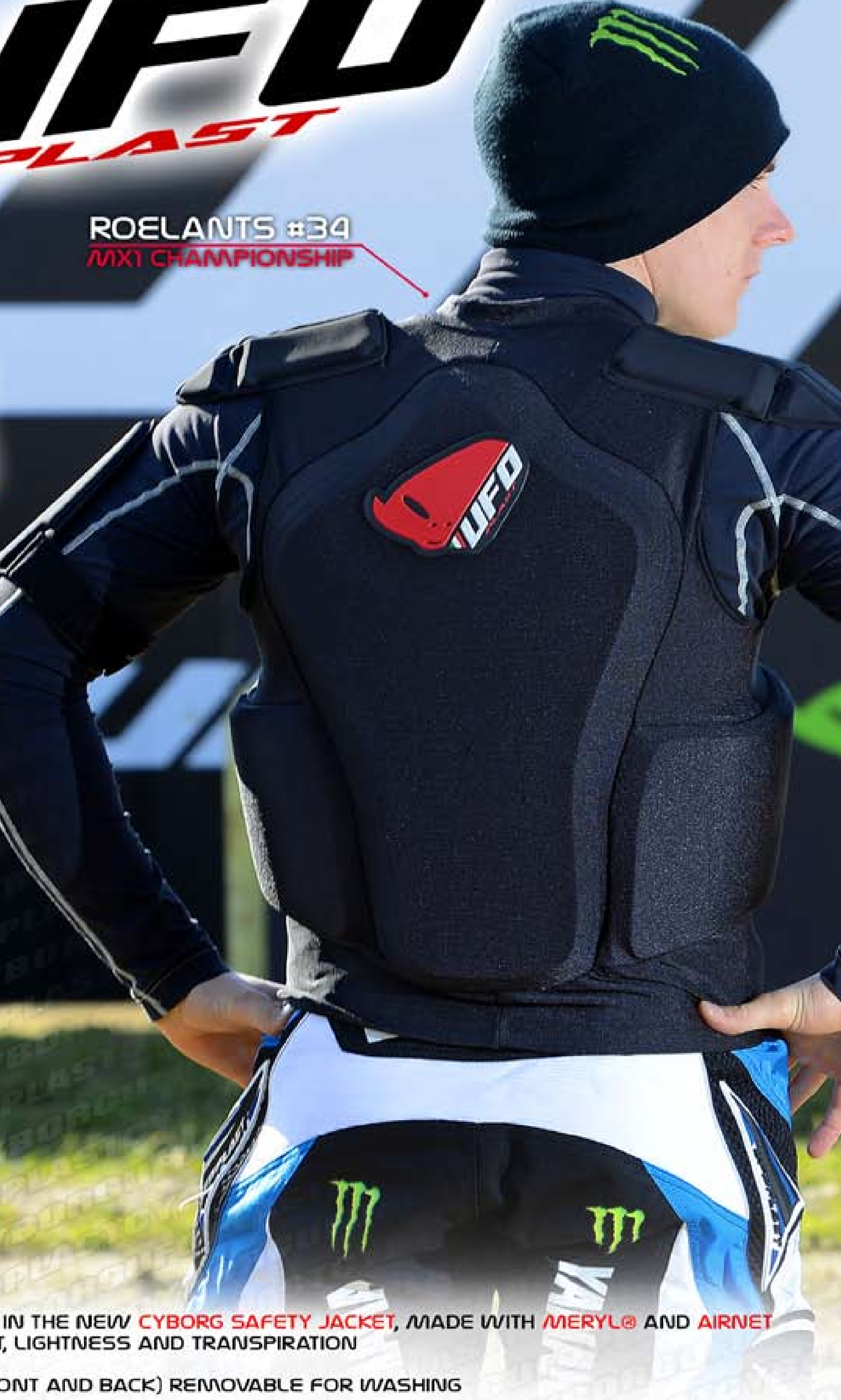

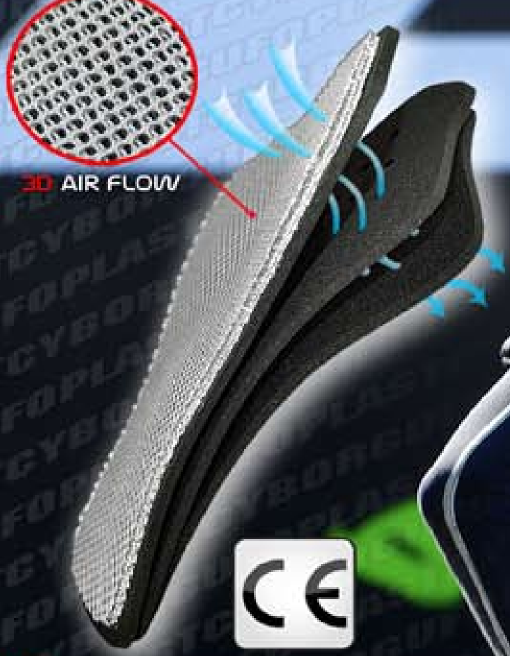

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2013 BRITISH MOTOCROSS CHAMPIONSHIP

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The Maxxis British Motocross Championships have had a mixed start to the season. With a muddy opening round, then a cancelled second round it wasn't looking good for the strongest domestic championship in Europe. On the plus side Grand Prix stars Tommy Searle, Jake Nicholls and Mel Pocock rode, former British MX1 Champion Brad Anderson is back from Australia, and Elliot Banks Browne looks good to defend his MX2 Championship, while Matiss Karro is riding strongly and will be tough to be beat in the MX1 class both classes have a solid look about them, with some young talent shining through.

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Latvian rider Matiss Karro is very much a special young rider. Easy going and a no problem sort of guy his results in recent times have also surprises some people. Injury in the pre-season meant he missed the Grand Prix of Qatar and also the Grand Prix of Thailand.

Despite not a lot of time on the bike Karro claimed a top 15 place in the Grand Prix of The Netherlands and followed that up with a top three in the second round of the Maxxis British Motocross Championships.

Riding for the STR Racing KTM Karro is slowly reaching the point where he might be a top ten guy in the FIM World Motocross Championships and who knows maybe a British Champion.

MXILL: You obviously haven’t ridden much due to your injury?

Karro: That is right. I had the wrist injury and the doctor said six weeks before I would ride, then the last appointment four weeks later he said I could ride. I have only been back on the bike for two weeks, did Valkenswaard and my goal there was just to finish the races and it ended up really good.

MXILL: Matiss, can you tell me about your race in England two weeks ago?

Karro: We went to the second round of the British Championship. Last year I finished third and my Latvian fans told me I have to do better than that. I managed to have three good starts and finished third in all three races and I was happy about that.

MXILL: I heard Searle and Leok were really fast, could you keep with them?

Karro: Tommy and Tanel were really strong. In the first race I was fourth out of the start and battled with Jason Dougan, I passed him and stayed third the whole race. In the second and third motos I tried to keep with Tommy and Tanel, but I got tired and they were like 10 of 15 seconds ahead of me, but I managed to get a gap on fourth place, like 10 seconds, so I finished a safe third. In the second race I struggled a little with arms getting tired, but in the third race I had that gap and stayed in my rhythm.

Q: What are your goals for 2013?

Karro: It is hard to set goals, I need to get hours on the bike and get the speed back, but mid season I would like to break into the top ten, I would be happy with that.

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The young Dutch rider from the Red Bull KTM Factory Racing Team celebrates his first senior World Championship title in 2012. Following Tyla Rattray in 2008, Marvin Musquin in 2009 and 2010 and Ken Roczen in 2011, Herlings is the fifth rider in a row to take the MX2 World title with the KTM 250 SX-F!

Photos: Azevedo J.P., Archer R.

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Hometown favorite Ryan Dungey, the 2010 Monster Energy AMA Supercross Champion tops defending Supercross Champion Ryan Villopoto in the 20 lap 450 Main Event. Villopoto retains points lead. In 250 East SX action, Marvin Musquin wins the 15 lap Main Event over Wil Hahn. Hahn leads Musquin by 5 points now. In timed 250 East Qualifying, it's number 25, Marvin Musquin with the quickest lap – 50.03 seconds. Arenacross Champion Tyler Bowers is second – at 50.43 seconds! Third and fourth – Wil Hahn and Blake Wharton – 50.7 & 50.8 respectively. All four of those top riders are in the 50 second per lap range. 47 riders attempted to qualify. In the premiere 450 SX class Qualifying it's 'hometown' rider Ryan Dungey with the quickest lap – 49.29 seconds. Ryan Villopoto is right behind Dungey – 49.7 seconds. Then James Stewart at 49.76 seconds. Trey Canard 49.85, Justin Barcia 50.12, Josh Hill 50.18, Davi Millsaps 50.2. Chad Reed is tenth at 50.6. **250 East Heat 1** – this race will go six laps. The leader at the end of lap one – Blake Wharton number 13 on Suzuki. By the end of the second lap, Arenacross Champion Tyler Bowers has moved to second. He's followed by Gavin Faith, Jackson Richardson, and Cole Thompson. At the finish – it's Blake Wharton winning, Tyler Bowers second, Gavin Faith third. **250 East Heat 2** – this race should feature Musquin v. Hahn. And at the end of lap one, it's Marvin Musquin with the lead. He's followed by David Buller. Wil Hahn is back in 15th. At the halfway point (three laps in) it's Musquin leading, followed by David Buller, then Daniel Herrlein, Landen Powell, A J Catanzaro … Wil Hahn is up to ninth. At the finish – it's Marvin Musquin with the win. Then Herrlein (393 Honda), Vince Friese (42 Honda), and Wil Hahn all the way up to fourth!

450 SX Heat 1 – the 450 heats go eight laps. Josh Hill, number 75 on the RCH Suzuki, leads on lap one. Josh won the Main Event here back in 2008! He's followed by Mike Alessi, Chad Reed, Justin Brayton, Ryan Villopoto, Phil Nicoletti, and Trey Canard. At the halfway point, Hill is holding off Chad Reed by less than a second. Brayton next, and then Villopoto and Canard. Villopoto moves past Brayton and into third. Last lap – Hill leads Reed by just over one second, and Reed leads Villopoto by just over one second. At the checkered, Josh Hill holds on for the win! It's the first win of the season for the RCH (Ricky Carmichael / Carey Hart) Suzuki team. Chad Reed finishes second, Ryan Villopoto third. Then Canard, Brayton, Goerke, Alessi, Nicoletti, Lamay, and Adam Enticknap.**450 SX Heat 2** – it's two Suzuki's out front – Davi Millsaps leading, being pursued by James Stewart! Then Andrew Short, Jake Weimer, Rob Kiniry, Ryan Dungey, and Justin Barcia are the top group of the 20 riders that started this race. Then James Stewart passes Millsaps for the lead. At the halfway point, it's Stewart, Millsaps, Andrew Short (29 KTM), Jake Weimer, Ryan Dungey, Justin Barcia, and Broc Tickle (20 Suzuki). And then Stewart crashes. End of lap five – Millsaps, Short, Dungey, Weimer, Barcia, Tickle … Stewart is … out. At the checkered, it's Davi Millsaps winning, Ryan Dungey second, and Andrew Short third. Then Barcia, Weimer, and Tickle.In the 450 LCQ (Last Chance Qualifier) James Stewart wins handily. Chris Blose takes second. Will the extra laps on the track give Stewart any kind of advantage in the Main Event?**15 Lap 250 East Main Event** – it's come down to a battle between Wil Hahn and Marvin Musquin for the 2013 East Championship, with Blake Wharton still having a slight chance. Before the start of tonight's Main, Hahn leads Musquin by eight points. And the early leader is … Marvin Musquin! He's followed by Wil Hahn! Blake Wharton third! The cream rises to the top! At the end of lap three – it's Musquin leading Hahn by over five seconds. Tyler Bowers is now third. Wharton is fourth. Five laps into this race, Musquin has a six

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second gap on Hahn. Bowers next, then Wharton, Gavin Faith, Cole Thompson, and Lance Vincent. Ten laps into this race – Musquin leads Hahn by almost ten seconds. Blake Wharton in third. Gavin Faith is fourth, Tyler Bowers fifth. Marvin Musquin has done it! He's won the 250 Main Event! It's Marvin's fourth win of the season! Hahn finishes second – but still retain the points lead by five. Blake Wharton finishes third (full results below). **20 lap 450 SX Main Event** – Ryan Villopoto on the Monster Energy Kawasaki is the early leader! He's being chased by Ryan Dungey! After some settling, on lap three Davi Millsaps has moved into third. The top three in the series have the top three positions. Josh Hill is fourth, James Stewart fifth, then Justin Barcia, Andrew Short, Trey Canard, and Chad Reed as they start lap five. Five laps complete – Villopoto leads Dungey by just under two seconds. Millsaps next, just under two seconds back of Dungey. Then Hill, Stewart, Barcia, Short, Canard, Reed, and Weston Peick. Ten laps in – the halfway point – RV has a 1.6 second lead on RD. Millsaps is third, about five seconds back of Dungey. Fourth thru tenth – Barcia, Short, Hill, Reed, Brayton, Peick, Canard. And James Stewart is out of the race. 15 laps in – Villopoto leads Dungey by less than 1 second! Dungey has put down the quickest lap of the night – 49.65 seconds. Next lap – Dungey makes the move! He passes Villopoto for the lead! The crowd is going crazy! Ryan Dungey has done it! He's won the Main Event in his 'hometown'! Ryan Villopoto is second – but maintains a healthy series points lead. Davi Millsaps finishes third Dungey moves past Millsaps into second place in the championship points chase.

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HAT TRICK FOR TONY CAIROLI!

TRICAIROLI

Red Bull KTM's Italian factory rider Tony Cairoli takes his third consecutive MX1 World Championship title for KTM. The six-times Motocross Champion has won around half of all the races in 2012 on his KTM 350 SX-F and has taken more than 80 percent of the available points – GRANDE TONY!

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GAUTIER PAULIN

Frenchman Gautier Paulin has really shown good speed again in 2013 and after four rounds of the FIM World MX1 championship he holds down fourth place in the series points, just a single point behind Clement Desalle and seven points behind second placed rider Ken De Dycker. Kawasaki mounted Paulin is better known as a hard pack rider, proving that with wins in the Grand Prix of Bulgaria in 2012 and his magnificent moto victories in the 2009 and 2011 MXoN in Italy and France. Around the hard and slick Arco di Trento circuit he looks

comfortable and finished top Three behind red hot Antonio Cairoli and Ken de Dycker. Next weekend in Sevlievo, Bulgaria you can be sure that Paulin will be looking to move into second place in the FIM World MX1 Championships points and his podium in Italy last weekend will help him make that goal a reality.

“I was happy to be on the podium in Italy for sure,” Paulin said. “I was feeling good, I am strong, and like my bike and I am enjoying riding it, which helps me a lot with my results. I was second in the first moto, but I made a mistake and Antonio was too fast for me. In the second moto I had a bad start, but I came back and I was getting hit by a lot of stones and that was pretty painful. I did my best in Italy. I came back well in the second moto. I was just trying to make good lap times in that race.”

As previously mentioned Bulgaria is a place Paulin enjoys riding and he knows that like previous years it won’t be easy with the Red Bull KTM Factory rs Antonio Cairoli and Ken De Dycker in really good form.

“I won in Bulgaria in 2012, but it is a different circuit each year and it is never easy in the MX1 class, never the same type of surface. Antonio and Ken are riding really well at the moment, so that makes it tough. I am going to train really hard for Bulgaria, because I want to also win. Antonio is winning everything at the moment, but I also want to win some GPs.”

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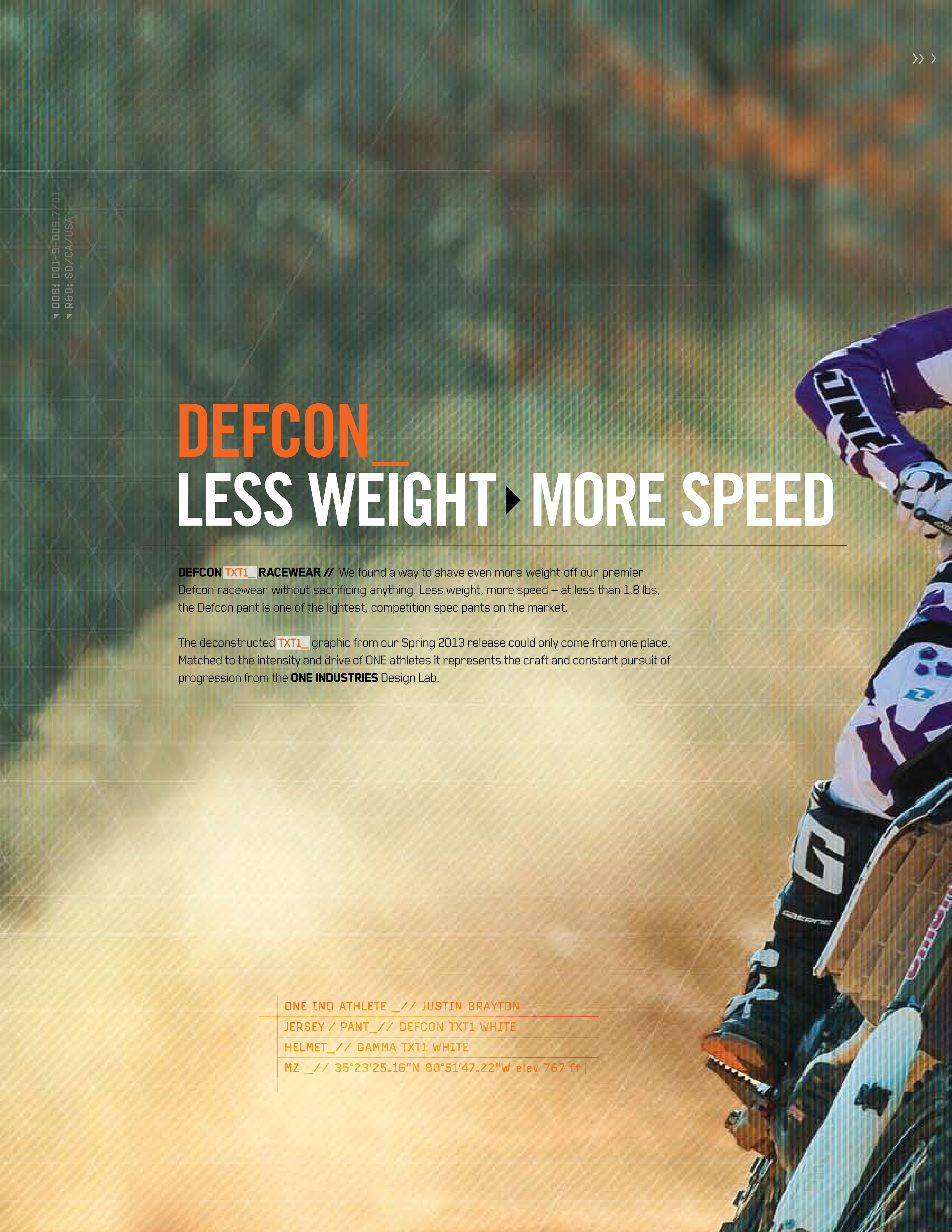

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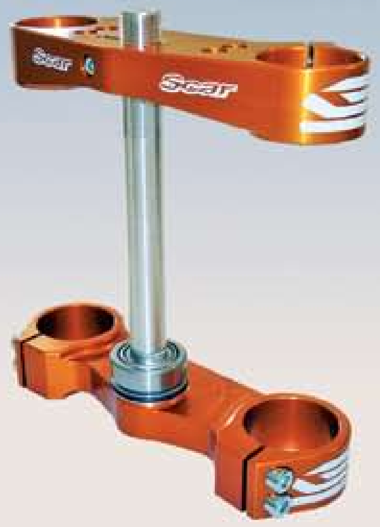

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